

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GILFILL* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 12th July, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Return Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, June 22, 1887. 1185

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, UNITED STATES AND EUROPE.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,533 Tons Register, Price, Commander, will be despatched for VAN COUVER, B.C., via KOBE and YOKOHAMA, on TUESDAY, the 12th July, at 3 p.m.

To be followed by S.S. *ABYSSINIA*, on the 25th July, and S.S. *FARTULA*, on the 15th August.

These steamers, formerly in the CUNARD Service, lately received new engines and boilers, and can maintain a speed at sea of from 13 to 14 knots.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed on the American Continent, and specially adapted for Summer travelling.

Consular Invoices for Goods to United States points should be made out in quadruplicate, and addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C., and sent to us.

Freight will be received on board until 4 p.m. on the 11th July.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, June 23, 1887. 1229

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF SEATTLE* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 23rd July, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN, Agent.

Hongkong, June 30, 1887. 1230

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

—ALAN ROWE, British brig, Captain J. Phillips.—Wielor & Co.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, VENEZIA, TRIESTE, AND LONDON.

THE Steamship *MAJIPA*, Captain G. W. ATKINSON, with the Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, 14th July, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Special Goods at the Office until Noon on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Agent.

Hongkong, July 4, 1887. 1263

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of *Notes and Queries on China and Japan*, has reached its fourteenth volume. The Review discusses those topics which are of importance in the minds of students of the Far East, and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive Notes of Travel by well-known writers. It was thought that extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China etc., and to give criticisms embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to the Editor, *China Review*, care of *China Mail Office*.

The Notes and Queries are still continued, and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondence column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are requested, and the Review is open to the receipt of the various languages, and also by the Missionary bodies among whom a high degree of Chinese scholarship is abundantly cultivated. Among the regular contributors are Dr. Chalmers, E. H. B. Parker, and Mr. H. Parker, Legge, and Messrs. Balfour, Waters, Stern, Phillips, McIntyre, Gros, Jamieson, Fisher, Knapik, Parker, Payfair, Giles, and others.

The Review is published by the China Mail Office, and is sold by all the principal booksellers in Hongkong and Shanghai.

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported today.

To facilitate the navigation of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at

Grass Island. Vessels on the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section. 1. From Grass Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Poddar's Wharf.

6. From Poddar's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Elm Buildings.

8. From Elm Buildings to East Point.

9. From East Point to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

Vessel's Name. Tons. Date of Arrival. Consignees or Agents. Destination. Remarks.

Amigo. 3. Hundewadt. Ger. str. 720. July 7. Chinese. Swatow. To-day.

Antonio. 1560. July 20. Russell & Co. Nagasaki. To-morrow.

Antonia. 809. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1567. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 87. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1119. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1493. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1435. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 956. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 674. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 648. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 754. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 420. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 120. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1410. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1063. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1228. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 2487. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1323. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 826. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1833. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 998. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1011. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 101. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 48. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 810. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1149. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 636. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 429. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 873. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 392. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 814. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1664. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 441. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 834. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 381. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 638. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 519. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1497. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 469. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 819. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 319. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 530. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1279. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 461. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1144. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 429. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 976. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1219. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1413. July 21. Russell & Co. Nagasaki. To-morrow.

Batavia. 1519. July 21. Russell & Co. Nagasaki. To-morrow.

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